3. Madras Central/Madras Egmore-Quilon/Cannanore/ Madurai.
4. Nizamuddine-Jammu Tawi.
5. Ahmedabad-Varanasi.
6. Bangalore-Quilon.
7. Secunderabad-Madras/Rajkot.
8. Tirupati-Visakhapatnam.
9. Barauni-Delhi-Jammu Tawi.
10. Mangalore-Trivendrum.

(b) No, Sir.

(c) and (d) No, Sir. For want of resources and adequate traffic.

(e) 18 Special trains are proposed to be run between Bombay VT and Trivandrum. However, Summer Specials between Bombay and other parts of South India as also between New Delhi and South India have not been found feasible/justified. However, a close day-to-day watch will be kept on the traffic offering on the regular South-bound services from New Delhi/Bombay and their loads will be augmented as found feasible and justified to clear the extra rush.

Arrival of Superfast Trains in Time

2612. SHRI V. GOPALSAMY: Will the Minister of RAILWAYS be pleased to state:

(a) how many times the South bound superfast trains like Rajdhani, Kerala, Tamil Nadu, Mangala, Karnataka, Andhra, Grand Trunk etc. did arrive in time in their respective destinations during the last three years, year-wise and train-wise details;

(b) how many times did these superfast trains from South did arrive in the Capital during the last three years; year-wise and train-wise figures;

(c) whether it is a fact that these train services are invariably affected by the disruptions created by EMU passengers from Palwal onwards; if so, what are their demands; whether Government propose to run more trains for these passengers during peak hours;

(d) what steps are being taken to see that these long distance passengers are not subjected to extreme difficulties when some of these trains and passengers have to travel more fifty long hours to reach destinations; and

(e) what are the details of steps being taken by the Northern Railway to see that the south bound passengers are not harassed by intruding local passengers with details thereof?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) and (b) The details of the number of days of right time arrival of North-South superfast trains (other than Rajdhanis) at their destinations are given below:

Train No. and Name		No. of days of Right Time arrival at their destinations		
		1992-93	1993-94	1994-Feb. '95
1		2	3	4
2615	Grand Trunk Express	233	239	185
2616		61	149	164
2617	Mangala Express		153	124
2618	(introduced w.e.f. 1.7.93)		176	215
2621	Tamil Nadu Express	155	206	138
2622		48	105	86
2625	Kerala Express	105	149	114
2626		99	177	213
2627	Karnataka Express	220	264	226
2628		163	259	236
2723	A.P. Express	129	166	113
2724		261	279	231

(c) No, Sir. However, there have been some cases of disruptions in the train services due to agitations etc. by daily commuters in support of their demands which include additional services, augmentation of load of EMU trains, etc.

The following steps are proposed to be taken for meeting the demands of the commuters:

(i) Progressive augmentation of the load of EMU services,

(ii) augmentation of the load of Nizamuddin-Agra Intercity Express,

(iii) to provide separate compartments for ladies after augmentation of the load of EMU trains, and

(iv) to suitably change the timings of EMU trains to suit the requirements of the commuters.

(d) railways take all possible steps to eliminate all avoidable detentions within their control and run the trains in time so as not to cause inconvenience to the long distance travellers.

(e) The reserved coaches of trains are manned by the TTEs/Coach attendants and Conductors to see that no unauthorised persons enter into these compartments. Train Superintendents have also been provided in 2615/2616 G.T. Express, 2621/2622 Tamil Nadu Express, 2627/2628 Karnataka Express, 2625/2626 Kerala Express trains for giving proper attention to the comforts of the passengers and redressal of their complaints. Recently, Instant Action Groups have also been provided in Tamil Nadu, Karnataka and Kerala Express trains to take care of safety, security and comforts of the passengers.

दक्षिण-पूर्व रेलवे में रेल दुर्घटनाएं

2613. **श्री दिलीप सिंह जूदेव:** क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) वर्ष 1991-92 से 1993-94 तक वर्ष-वार दक्षिण पूर्व रेलवे के अंतर्गत कितनी मालगाड़ी और यात्री गाड़ियां दुर्घटनाग्रस्त हुईं;

(ख) इनमें से कितनी दुर्घटनाएं मानवीय गलतियों और कितनी दुर्घटनाएं तकनीकी खामियों के कारण हुई हैं;

(ग) इन दुर्घटनाओं से हुई जन तथा धन की हानि का वर्ष-वार ब्यौरा क्या है; और

(घ) इस रेलवे के अधीन कितनी रेल-लाइनों को पुरानी पड़ जाने के कारण बदले जाना आवश्यक है और इनको बदलने के लिए की जा रही कार्रवाई का ब्यौरा क्या है?

रेल मंत्री (श्री सी० के० जाफ़र शरीफ़): (क) तथा (ग) 1991-92 से 1993-94 के दौरान दक्षिण पूर्व रेलवे में परिणामी गाड़ी दुर्घटनाओं की संख्या, उनमें मारे गए व्यक्तियों की संख्या तथा इसके परिणामस्वरूप रेल संपत्ति को हुए नुकसान का ब्यौरा नीचे तालिकाबद्ध है:—

वर्ष	दुर्घटनाओं की संख्या		मारे गए व्यक्ति	रेल संपत्ति को नुकसान (लाख रुपयों में)
	यात्री गाडी	माल गाडी		
1991-92	20	65	13	651.43
1992-93	25	82	54	1379.95
1993-94	19	85	31	2250.84